

## E.2.4 Land Use

### E.2.4.1 Environmental Setting

The BCD Alternative would substitute for the Interstate 8 Alternative between MP I8-40, northwest of Boulevard, to MP I8-58, just north of Buckman Springs. From I-8 it would head north for approximately nine miles, then east for 10.5 miles to rejoin the Interstate 8 Alternative. Jurisdictions along the BCD Alternative route include the U.S. Forest Service, Caltrans, Department of Corrections, and County of San Diego. Land uses along this alternative route would include grazing operations, Cleveland National Forest, open space, Interstate 8, McCain Valley Conservation Camp, Rough Acres Ranch, and rural residential. Land use classifications include agriculture, parks and recreation/open space, public facilities and utilities, and residential. Table E.2.4-1 identifies land uses in the vicinity of this alternative, Table E.2.4-2 identifies sensitive land uses in the vicinity of the alternative and Table E.2.4-3 identifies U.S. Forest Service Land Use Zones traversed by the alternative (as established in the Final Land Management Plan dated September 2005 and shown in Figure E.2.1-3 in Section E.2.1). The locations of these land uses are shown in the Land Use Appendix (Ap.LU) E.2-1 and -2 at the end of Section E.2.4. Refer to Section E.2.5, Wilderness and Recreation, for discussion of open space and recreational land uses, and Section E.2.6, Agriculture, for discussion of agricultural land uses, within the BCD Alternative.

The BCD Option would leave the BCD Alternative at approximately MP BCD-13.5, and head southwest, bypassing ~~tribal~~ lands of the Manzanita and La Posta Reservations. It would rejoin either the Interstate 8 Alternative at MP I8-51 (MP BCDS-3.5) or the Modified Route D Alternative at MP MRD2.5 (MP BCDS-5.4). The BCD Option would be on CNF land except where it crossed the Caltrans ROW at I-8.

**Table E.2.4-1. Route BCD Alternative Land Uses (BCD Option is completely on U.S. Forest Service land)**

Location	Jurisdiction	Land Use Classifications	Specific Land Uses
BCD-0 to -1	Caltrans, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Public Facilities and Utilities	Grazing Operations, Open Space, Interstate 8
BCD-1 to -2	Department of Corrections, County of San Diego	Agriculture, Parks and Recreation/ Open Space, Public Facilities and Utilities, Residential	Grazing Operations, Open Space, McCain Valley Conservation Camp
BCD-2 to -3	County of San Diego	Agriculture, Parks and Recreation/ Open Space, Residential	Grazing Operations, Open Space, Rural Residential, Rough Acres Ranch
BCD-3 to -4	County of San Diego	Agriculture, Parks and Recreation/ Open Space	Grazing Operations, Open Space
BCD-4 to -12	County of San Diego BLM	Parks and Recreation/Open Space	Open Space
BCD-12 to -13	BLM U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest, Open Space
BCD-13 to -19.5	U.S. Forest Service, County of San Diego	Parks and Recreation/Open Space	Cleveland National Forest

\* Bold denotes sensitive land use (recreational uses have been excluded from this category as they are discussed in Section D.5, Wilderness and Recreation).

Refer to Section D.6, Agriculture, for discussion of agricultural resources.

Table E.2.4-2 shows the number of sensitive receptors within 1,000 feet of the BCD Alternative. These sensitive land uses are identified on Figures Ap.LU E.2-1 and -2.

**Table E.2.4-2. Sensitive Receptors within 1,000 Feet in BCD Alternative – Residential Buildings within 1,000 Feet**

Location Description	Milepost	Residences
McCain Valley Road (Boulevard)	BCD-7 to -9	5

Table E.2.4-3 lists USFS Land Use Zone designations along this alternative and Figure E.2.1-3 in Section E.2.1 shows them on a map.

**Table E.2.4-3. U.S. Forest Service Land Use Zones Traversed by the BCD Alternative and BCD South Option**

Milepost	Land Use Zone
BCD-13 to -17	Back Country; Back Country, Non-motorized
BCD-17 to -19.5	Back Country; Back Country, Non-motorized; Back Country Motorized Use Restricted
BCDS-0 to 3.5	Back Country

## E.2.4.2 Environmental Impacts and Mitigation Measures

This section presents a discussion of impacts and mitigation measures for the BCD Alternative as a result of construction, operation, and maintenance of the project. Table E.2.4-4 summarizes the impacts of this alternative on land use.

**Table E.2.4-4. Impacts Identified – Alternatives – Land Use**

Impact No.	Description	Impact Significance
<b>Route BCD Alternative</b>		
L-1	Construction would temporarily disturb land uses at or near the alignment	Class II, III
L-2	Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment	No Impact

### Construction Impacts

***Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)***

This alternative would traverse land used for agriculture, parks and recreation/open space, public facilities and utilities, and residential use. Sensitive land uses in the area include rural residences. Other land uses that could potentially be impacted by construction activities include public roadways. Construction-related impacts on land uses along the BCD Alternative also are found in Section E.2.5, Wilderness and Recreation, Section E.2.6, Agricultural Resources, Section E.2.9, Transportation and Traffic, and Section E.2.8, Noise.

**Sensitive Land Uses.** Rural residential uses exist along the alternative route. For residences greater than 1,000 feet from the alternative route, construction-related impacts would be considered adverse but not

significant due to the distance separating them from the alternative (Class III). Between MP BCD-7 and -9, approximately 5 residences are located along McCain Valley Road in the community of Boulevard (see Figure Ap.LU E.2-1 at the end of this section).

Construction of the alternative would create temporary disturbance area as a result of heavy construction equipment on temporary and permanent access roads and the moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.2.8 and E.2.11, respectively. These measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, it could be significant if construction is not carefully managed and residents are not kept informed. Incorporation of APMs LU-1, LU-4, and LU-6 also would help minimize land use impacts relating to construction activities along the alternative route.

However, even with incorporation of these APMs, impacts would still be significant, and additional requirements would be needed to ensure that construction disturbance would be less than significant. Therefore, Mitigation Measure L-1a would be implemented. With incorporation of APMs LU-1, LU-4, and LU-6 and implementation of Mitigation Measure L-1a construction-related impacts to residential land uses along the Route BCD Alternative would be less than significant (Class II).

***Mitigation Measures for Impact L-1: Construction would temporarily disturb land uses at or near the alignment***

**L-1a Prepare Construction Notification Plan.**

**Operational Impacts**

***Impact L-2: Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment (No Impact)***

The alternative would traverse land used for agriculture, parks and recreation/open space, public facilities and utilities, ~~and residential uses, and tribal purposes~~. Sensitive land uses in the area include rural residences, including those on ~~tribal~~Indian Reservation land. Effects on these land uses are discussed as well in Section E.2.5, Wilderness and Recreation, Section E.2.6, Agriculture, Section E.2.9, Transportation and Traffic, and Section E.2.8, Noise.

**Sensitive Land Uses.** Rural residential uses along the alternative route were identified under Impact L-1. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any use to change. For these reasons, no operational impacts to residential land uses as a result of the presence of the BCD Alternative would occur.

### **E.2.4.3 BCD South Option**

A route option of the BCD Alternative would diverge from the BCD Alternative at approximately MP BCD-13.6 and traverse south through CNF. The BCD South Option could connect with the Interstate 8 Alternative at MP I8-51 (MP BCDS-3.5 or continue south to Modified Route D Alternative at approximately MP MRD-3 (MP BCDS-5.4).

## Construction Impacts

The BCD South Option is primarily within an area designated by the CNF as Back Country. There are no residential, commercial, or other built land uses along the Forest portion of this route. Discussions of impact to CNF land resources are provided in Section E.1.4 (Interstate 8 Alternative). For approximately one mile, near the crossing of the I-8 Freeway, the route would cross private land. In this area there are rural residences

### ***Impact L-1: Construction would temporarily disturb land uses at or near the alignment (Class II, III)***

This option would traverse a short segment of land with residential uses. Refer to Sections E.1.5, Wilderness and Recreation, and E.1.6, Agricultural Resources, for an analysis of construction-related impacts to wilderness and recreation and agricultural resources, respectively, and Section E.1.9, Transportation and Traffic, for construction-related impacts to public roadways

**Residential Land Uses.** There are residential land uses within 1,000 feet of the alternative near the crossing of Interstate 8. Construction of the alternative would create temporary disturbance in these residential areas as a result of heavy construction equipment on temporary and permanent access roads and moving building materials to and from construction staging areas. Mitigation measures to reduce noise and air quality impacts are presented in Sections E.2.8 and E.2.11, respectively. However, these measures would not eliminate the disturbance. While this disturbance would be short-term and temporary at any one location, impacts would be significant if construction was not carefully managed and residents not kept informed.

Incorporation of APMs LU-1, LU-4, and LU-6 would help minimize potential land use impacts relating to construction activities along the alternative route. However, even with incorporation of these APMs, the impact would be significant and additional requirements are needed to ensure that construction disturbance would be less than significant. Therefore, Mitigation Measure L-1a would be implemented. With incorporation of APMs LU-1, LU-4, and LU-6, and implementation of Mitigation Measure L-1a, construction-related land use impacts along the Interstate 8 Alternative would be less than significant (Class II).

### ***Mitigation Measures for Impact L-1: Construction would temporarily disturb land uses at or near the alignment***

#### **L-1a Prepare Construction Notification Plan.**

## Operational Impacts

### ***Impact L-2: Presence of a transmission line or substation would divide an established community or disrupt land uses at or near the alignment (No Impact for Division of Communities)***

Rural residential uses along the alternative route were identified under Impact L-1. From an operational perspective, presence of the transmission line and associated facilities would not disrupt actual use of residential properties or structures. Access to all uses would be fully restored once construction of the alternative is complete. The alternative would not remove any residences or cause any residential use to change, so no impact would occur. Section E.2.9, Transportation and Traffic, evaluate operational impacts to public roadways and Section E.2.8, Noise, provides a discussion of noise impacts.

**BCD Alternative and BCD South Option Revisions.** Revision of these two alternative segments was suggested by SDG&E with input from the U.S. Forest Service, as well as the CPUC and BLM, to avoid back country non-motorized land use zones on the Cleveland National Forest and to minimize disturbance and visibility on the Forest. The BCD Alternative and BCD South Option Revisions would replace part of the BCD Alternative and all of the BCD South Option. The BCD Alternative Revision would diverge from the BCD Alternative at MP BCD-9. It would head to the northwest for just over four miles and then turn and head south-southwest for two miles to where it would cross the original BCD Alternative. This is the point where the BCD South Option Revision begins. The BCD South Option Revision would roughly parallel the BCD South Option's original route for 3.8 miles, crossing Interstate 8 approximately 0.25 miles west of the original BCD South Option crossing. The revised route would remain approximately 0.5 miles west of the original BCD South Option and join the Modified Route D Alternative at MP MRD-3.6. A mitigation reroute for the northern portion of the BCD Alternative is required for the northern portion of the BCD Alternative Revision. A description and figure depicting the mitigation reroute can be found in Section 3.3.2.4 of the Recirculated Draft EIR/Supplemental Draft EIS.

Figure Ap.LU.E.2.4-1. BCD Alternative: Land Use  
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Figure Ap.LU.E.2.4-2. BCD Alternative: Land Use  
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Figure Ap.LU.E.2.4-3. BCD Alternative: Land Use  
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